

REMARKS

This is in full and timely response to the above-identified Office Action. Reexamination and reconsideration in light of the proposed amendments and the following remarks are respectfully requested.

In this response it is proposed to amend claims 1 and 11 and to rewrite claim 12 into independent form. Inasmuch as claims 12-14 have been indicated as containing allowable subject matter it is submitted that claims 12-14, now stand in prima facie condition for allowance. Claim 4 has been amended to correct the inadvertent typographical error.

The rejection of claims 1-4 under 35 USC § 102(b) as being anticipated by the disclosure of USP 4,782,257 to Secher et al. is respectfully traversed. The motor/generator according to Secher has two rotors 4 and 5. However, both are fixed to a common shaft 3 and always rotate together. Inasmuch as they are not able to rotate independently of each other, it is submitted that the amendments to claims 1 and 11, which call for the two rotors to be rotatable with respect to one another, distinguish over this reference.

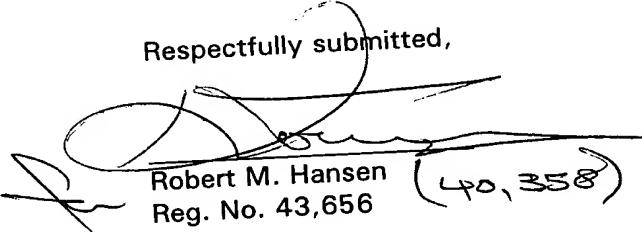
The construction of the motor/generator as set forth in claims 1 and 11 is neither known nor obvious from Secher et al. This overcomes the rejection of claim 11 under 35 USC § 103 as well as the anticipation rejection of claim 1 under 35 USC § 102.

In view of the foregoing, applicants respectfully submit that the pending claims are in condition for allowance. An early notice to this effect is earnestly

Attorney Docket Number 040356-0352

solicited. Should there be any questions concerning this application, Examiner
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Cuevas is invited to contact the undersigned at the number listed below.

Respectfully submitted,


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March 19, 2002

Date

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Should additional fees be necessary in connection with the filing of this paper, or if a petition for extension of time is required for timely acceptance of same, the Commissioner is hereby authorized to charge deposit account No. 19-0741 for any such fees; and applicant hereby petitions for any needed extension of time.

MARKED-UP VERSIONS OF AMENDED CLAIMS

1. (Once amended) A motor/generator comprising:
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with a plurality of magnetic poles by a
magnet and a plurality of rotor coils, the first rotor and the second rotor being
coaxially disposed and rotating independently from each other; and
a stator provided with a plurality of stator coils applying a rotational
force on the first rotor and the second rotor when a composite polyphase
alternating current is supplied to the stator coils.
4. (Once amended) The motor/generator as defined in Claim 1, wherein the
motor/generator further comprises an exciting circuit which excites a part of the
rotor coils by supplying a first [existing] exciting current to the part of the rotor coils
to vary the ratio of magnetic poles of the first rotor and the second rotor to a ratio
other than 1:1.
11. (Once amended) A motor/generator comprising,
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with the same number of magnetic poles as the first
rotor by a magnet, the first and second rotors being coaxially disposed and
rotatable independently of each other;
a stator provided with a plurality of stator coils applying a rotational force on
the first rotor and the second rotor when a composite polyphase alternating current
is supplied to the stator coils, and
a device which limits the rotation of the second rotor in a specified direction.

12. (Once amended) The motor/generator [as defined in Claim 11,] comprising,
a first rotor provided with a plurality of magnetic poles by a magnet;
a second rotor provided with the same number of magnetic poles as the first
rotor by a magnet;
a stator provided with a plurality of stator coils applying a rotational force on
the first rotor and the second rotor when a composite polyphase alternating current
is supplied to the stator coils, and
a device which limits the rotation of the second rotor in a specified direction,
wherein the first rotor is connected to a drive wheel of a vehicle, the second
rotor is connected to an engine mounted in the vehicle, and the rotation limitation
device comprises a one-way clutch which is interposed between the engine and the
second rotor.